

**BY ORDER OF THE COMMANDER  
374TH AIRLIFT WING**

**374TH AIRLIFT WING INSTRUCTION  
21-108**



**29 MAY 2013**

***Maintenance***

**ADDITIONAL WING MEASURES  
FOLLOWING UH-1N TRANSMISSION  
CHANGE**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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(Col Darlene M. Sanders)

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This instruction implements procedures for follow-on actions and documentation required after UH-1N main transmission replacement. This instruction is applicable to all personnel assigned to the 374th Airlift Wing (374 AW). Specific procedures in technical orders (TO) must be referenced during aircraft maintenance. Group commanders, squadron commanders and UH-1 maintenance contract employees are responsible for ensuring personnel fully comply with the contents of this instruction and other related documents. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 33-363, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command.

***SUMMARY OF CHANGES***

This document has been substantially revised and must be reviewed. Major changes include: Identification of specific group commander waiver authority that assigns risk assumption, assigns 459th Airlift Squadron (459 AS) requirements, and chip detector and filter inspection requirements. Additionally, verbiage changed throughout this instruction for clarification.

## 1. General.

1.1. This instruction is designed to prevent precautionary landings outside Yokota Air Base (AB) due to chip light illumination after UH-1 transmission replacement. Due to the increased possibility of a chip light illuminating during break-in of a new transmission, 374 AW personnel and UH-1 contract maintenance employees will perform post main gearbox chip light prevention procedures as outlined in this instruction. No additional training is required.

1.2. After transmission replacement, the aircraft will be restricted to the local Yokota pattern area for at least the first 20 flight hours.

1.3. Waiver Request. The 374th Maintenance Group Commander (374 MXG/CC) is the waiver authority to deviate from flight hour inspection criteria. The 374th Operations Group Commander (374 OG/CC) is the waiver authority to deviate from the local Yokota pattern.

## 2. Responsibilities.

2.1. UH-1 Maintenance Contractor. The contractor will perform the following actions before the first flight after changing a main transmission:

2.1.1. Annotate the following info note in front of the AFTO Form 781A, *Maintenance Discrepancy and Work Document*: “Due to main transmission change, this aircraft is restricted to local Yokota pattern area flying during a 20-flight hour break-in period. Aircraft will not depart local Yokota pattern until AIRCRAFT has reached at least XXXX.X hours and the 374 MXG/CC has approved release from this restriction. The local Yokota pattern is defined such that if a precautionary landing is required it can be accomplished within the controlled movement area.”

2.1.2. Drain, flush and inspect transmission oil and chip detector upon completion of the Functional Check Flight (FCF). Conditional Release: During the restriction period in paragraph 2.1.1., all exceptional releases will be signed off as a conditional release IAW T.O. 00-20-1.

2.1.3. Inspect the chip detector and external filter after the completion of each sortie.

2.1.3.1. If no debris is found during inspection, the aircraft may be scheduled to fly again.

2.1.3.2. If debris is found within limits, clean the detector, drain and flush oil, and change external filter.

2.1.3.3. If debris is found outside limits, follow appropriate TO guidance.

2.1.4. Inspect the chip detector at 30 and 100 flight hours after the transmission change following the steps in paragraphs 2.1.3.1-2.1.3.3.

2.1.5. Send any metal particles found during inspections performed above to Corpus Christi Army Depot (CCAD) for analysis and report findings to the 580th Aircraft Sustainment Group at Warner Robins Air Logistics Center (WR-ALC).

2.1.6. Discuss aircraft limitations during daily/weekly scheduling meetings to ensure mission profile matches aircraft capability, and affected agencies are aware of an aircraft restriction before it is flown after a main transmission change.

2.1.7. Track restriction on their daily UH-1 spreadsheet.

2.1.8. Upon release by 374 MXG/CC, remove the info note from the front page of the aircraft AFTO Form 781A.

2.2. 459th Airlift Squadron (459 AS). The 459 AS will:

2.2.1. The 459 AS will ensure all UH-1 crew members and schedulers are aware of the contents of this instruction and the restrictions to mission profiles for aircraft following a main transmission change to include the definition of "Local Pattern."

2.2.2. The 459 AS and scheduler will document the aircraft restriction on the scheduling board.

2.2.3. The 459 AS will communicate aircraft limitations during daily scheduling meetings to ensure mission profiles match aircraft capability.

2.3. MOCC. The MOCC will:

2.3.1. Update aircraft status slides to include a "Restricted to Local Pattern" notation and time to next scheduled transmission inspection.

2.4. 374 MXG/CC. The 374 MXG/CC will:

2.4.1. Release the aircraft for normal operations if the chip light has not illuminated during the first 20 flying hours after transmission change.

2.4.2. Consider extending this process in 5 flight hour increments if the chip light illuminates during the first 20 flying hours after the transmission change.

**3. UH-1 Maintenance Contractor Exemptions.** The 374 AW will not hold contractor liable to provide aircraft as outlined in Appendix 1, and Section 2, Table 2.0. of the performance work statement contract # FA2517-10-C-8002 during periods aircraft are restricted due to transmission change.

MARK R. AUGUST, Colonel, USAF  
Commander

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFMAN 33-363, *Management of Records*, 1 March 2008

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

***Abbreviations and Acronyms***

**FCF**—Functional Check Flight

**MOCC**—Maintenance Operations Control Center

**COR**—Contract Offices Representative

**WR**—ALC —Warner Robins Air Logistics Center

**CCAD**—Corpus Christi Army Depot